

ESTABLISHED 1857.

**GOLD MEDALS PARIS, 1876; 1889.**  
OF HIGHEST QUALITY  
**JOSEPH GILLOTT'S** pens are therefore  
CHAMPION.  
The Only Award  
Chicago, 1893  
WINNERS FOR USE BY BARBERS  
Taylor, Sloan, 225, 220, 201,  
Hill, Park, 333, 309, 287, 194,  
404, 7,000.  
In Fine, Medium, and Broad  
Points.  
**THE NEW TURNED-UP POINT, 1894**

PRICE \$2½ PER MONTH

## SHIPPING

Major, Samtara 10th Aug. Poronum  
MYRRE & Co.  
Ang. 26, LIEBE, German str. 3,600, Schind  
Yokohama 8th Aug. and Meiji 29th. Co.  
and General. - STRESEN & Co.  
Ang. 26, PHONO, German str. 720, Meyer  
Neuchwang 19th Aug. Beans and Gener  
- STRESEN & Co.  
Ang. 26, BENGLO, British str. 1,935, A. W.  
Thomson, London and Singapore 20  
Aug. General. - GIBB, LIVINGSTON & Co.  
**CLEARANCES.**  
**AT THE HARBOUR MASTER'S OFFICE.**

26TH AUGUST  
British str., for Sing

Nanshan, British str., for Singapore.  
Hansa, German str., for Vladivostok.  
Astral, British str., for Palo-Sembilan.  
Dardanus, British str., for Shanghai.  
Chingping, Chinese str., for Newchwang.  
Izumi, German str., for Yokohama.

nese str., for Shanghai  
Chinese str. for Szechuan

*Tenzin*, British str., for Shanghai.  
*Fry*, Norwegian str., for Singapore.  
*Tarigan*, British str., for Kobe.

**DEPARTURES.**

Aug. 26, *FAUANG*, British str., for Saigon.  
 Aug. 26, *DONAL*, German str., for Yokohama.  
 Aug. 26, *K. K. KUMI*, British str., for Shanghai.  
 Aug. 26, *SUFUKIANG*, British str., for Moulin.  
 Aug. 26, *IXION*, British str., for Nagasaki.  
 Aug. 26, *KATARB*, Irish str., for Peking.  
 Aug. 26, *ROBERT*, British str., for Shanghai.  
 Aug. 26, *HAITONG*, British str., for Swatow.  
 Aug. 26, *HAFSA*, German str., for Vladivostok.  
 Aug. 26, *KIANGPAT*, Chinese str., for Swatow.  
 Aug. 26, *NANSHAN*, British str., for Shanghai.  
 Aug. 26, *TAMBU*, British str., for Shanghai.

**PASSENGERS.**

*Per Kaitum-Hind*, from Hongkong 31  
 Colombo—Mr. B. D. Pandit, for Bombay.  
 Mr. S. S. Glasbrook, for Port Said.  
 Charles Carroll, for London—Mr. and  
 Mrs. John Carroll.  
 Mr. Pro-London—Messrs. H. S. Ve

W. F. Van Een, C.

R.	V. Van Bock	From Shanghai for Bombay
M.	Sydney Cope	For London—Mentioned
P.	Burkland	J. L. Kay. C. H. Daany.
W.	Lighting	for Singapore—Mr. & Mrs.
Ng	and daughter	For Penang—Mr. and Mrs.
Liam	Fung Chi	Lee Lee Choo
Chuan	Yong	For Canton—Subadar
Xan	Khan, Messrs. S. Agar	M. G. Agar, at arravies.

  

### VISITORS AT HOTELS.

**HONGKONG HOTEL.**

Mr. W. A. Dalley	Mr. W. A. Harpo
Mrs. Edgar G. Barrett	Mr. J. M. Haraxis
Mr. E. Badger	Mr. T. Howard
Mrs. & Mr. H. W. Bell	Mr. Kerlog
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Mr. & Mrs. R. Birch	Mr. & Mrs. B. J. Jones
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Mr. Alfred Bray	Mr. Leon A. Levy
Mr. & W. F. Berdier	Mr. Malin
Mr. & Mrs. Butler	Mr. E. Eugene Mall
Mr. C. Crane	Mr. Kolt. McAllister
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Gee. Canfield	Mr. R. Netter
Mr. Edw. Dani	Mr. Edward Ooster
Mr. William Doberty	Mr. F. von de Hoff
Miss Drum	Mr. Arch. Reid
	Mr. W. Staghorn

O. Fisher      Mr  
Complex      Dr

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	Mr. E. S. Glascock	Mrs. L. Unsworth
C.	Capt. J. H. Ward	Mr. J. H. Ward
	Mr. H. Herold	Mr. Paul Wehler
E.	Mr. & Mrs. W. D. Gra-	Mr. & Mrs. Wm. M.
	lana	Niss Wistley
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	Mr. P. W. Fitzgerald	A. M. S.
H.	Harris	
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M.	Mr. & Mrs. Andrews	Mr. Chantry (Inde)
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E.	Mr. & Mrs. J. S. Bartram	Mr. J. S. Bartram
	Mr. W. J. Bartram	Mr. W. J. Bartram
M.	Mr. & Mrs. Belle	Mr. & Mrs. Kuhn
	Mr. & Mrs. A. H. Bot-	children
M.	heim	Mr. & Mrs. J. W. Z.
	Mr. & Mrs. Buck	Mr. & Mrs. K.
M.	Mr. J. G. T. Buckle	Mr. MacLeod
	Mr. & Mrs. Carmichael	Mr. Jas. MacKie
M.	Mr. Charles Cohen	Mr. J. J. Callahan
	Mr. & Mrs. G. H.	Mr. G. F. Meyer
M.	Mr. & Mrs. C. C. Cox	Mr. S. P. Montz
	Mr. W. H. D. Davies	Mr. Newman
M.	Mr. Victor Deacon	Mr. Deacon
	Mr. & Mrs. Deacon	Col. T. O'Gorman
M.	Mr. Alex. Donald	Mr. & Mrs. Pestalo
	Sergeant Col. Kratt	two children
M.	Mrs. H. Fairchild	Mr. & Mrs. J. H.
	Mr. & Mrs. J. F. Forbes	Mr. C. M. H. Ross
M.	Mr. Eric George	Mr. H. Rouscher
	Mr. W. Gilson	Mr. Schwesky
M.	Mr. D. Gillies	Mr. G. Sch
		Mr. Otto Smetana

1. John Humphreys M  
 2. John Humphreys M

Master Jack Humphreys, Mr. G. H. Wheeler  
**VESSELS IN DOCK.**  
 Kowloon Doers.—City of Rio de  
 Janeiro, Empress of India, Esmeralda,  
 Cosmopolitan Dock.—West York.  
**TO-DAY.**  
 Auction Clothing Goods, Messrs H  
 Haugh, 2.30 p.m.  
**TO-MORROW.**  
 Auction Household Furniture, &  
 Drapery, 2.30 p.m.  
 Auction Household Furniture, &  
 Linen, &c., 2.30 p.m.  
**HONGKONG HIGH-LEVEL T**  
**WAYS COMPANY, LIMITED**

TIME T  
WEEK D

7:30 a.m. to 10:30 a.m. .... Every quarter of an hour  
11:30 a.m. to 12:30 p.m. .... Every quarter of an hour  
12:30 p.m. to 2:30 p.m. .... Every quarter of an hour  
2:30 p.m. to 8:00 p.m. .... Every quarter of an hour  
Night car. 8:45 p.m. and 9 p.m. and free of charge to 11:15 p.m. every half-hour  
Extra Night cars at 11:30 and 11:45 p.m.  
8:45 a.m. to 10:15 a.m. .... Every half hour  
10:30 a.m. and 10:40 a.m.  
.....  
8 p.m. to 9 p.m. .... Every quarter of an hour  
Night cars at 8:45 p.m. and 9 p.m. and free of charge to 11:15 p.m. every half hour  
SPECIAL CARS by arrangement at special rates  
Parties Order, R. B. & Co., 100 Broadway  
JOHN D. HUMPHREYS and  
..... General Managers  
Hongkong, 1st April, 1896.  
THE  
EQUIPMENT

E ASSURANO

and Bishop's is owner Captain	THE UNITED STATES JANUARY 1937	
ER. (1494	ASSISTANT SECRETARY OF THE TREASURY RESERVE FUND (4,500,000) AND ALL OTHER LIABILITIES SURPLUS 47 OUTSTANDING ASSUR- ANCE POLICIES NEW ASSURANCE WHITE TEN, 1936	\$ 411,000,000 190,000,000 86,000,000 190,000,000 25,000,000
TEL FAN NAME LASS ION IN (1494	Life Assurance is now within your reach at a cost which, in this country, is unique. It is when accumulated, an increasing cash or policy, yields a return equal to safe investments. For full explanation and illustrative data of worth to SHEWMAN, TOMES & CO. Grand & 5th New York	



# INTIMATIONS

A. S. WATSON & CO., LIMITED.



# WINES & SPIRITS.

WE beg to call attention to our PRICES LIST OF WINES AND SPIRITS as below—

As these are all selected and bought first hand by our London House we are able to supply the best quality at moderate prices.

# PORT.

For Invalids and General Use.	Per Case	Per Bottle
1. VINTAGE, superior quality, Red Cap.	\$14.00	\$1.20
2. FINE OLD VINTAGE, superior quality, Black Seal.	10.20	1.35
3. VERY FINE OLD VINTAGE, extra superior, Violet Cap.	20.40	1.70

# CHERRY.

Per Case	Per Bottle
1. SUPERIOR FINE DRY, Green Seal.	\$10.80 \$0.90
2. MANGONILLA, FINE DRY, Green Seal.	12.00 1.00
3. SUPERIOR FINE DRY, Red Seal.	12.00 1.00
4. VERY SUPERIOR OLD, Green Seal.	14.40 1.20
5. EXTRA SUPERIOR OLD, Green Seal.	20.40 1.70

B.C. and C.C. are excellent dinner wines or for invalids and delicate stomachs. D and E are after-dinner wines of a very superior vintage. All are true Korea Wines.

# CLARET.

Per Case	Per Bottle
1. ST. EMILION, Green Seal.	\$6.96 \$0.58
2. ST. JULIEN, Red Seal.	9.00 0.75
3. LA ROSE, Red Seal.	12.00 1.00
4. SAINTES FOY, Red Seal.	7.20 0.60
5. CHATEAU D'ANGLOU, Red Seal.	13.20 1.10
6. HATS BRON, Red Seal.	18.60 1.60
7. CHATEAU D'ANGLOU, Red Seal.	21.00 1.80

Our Claret, including the lowest priced, are guaranteed to be the genuine product of the vine of the grape, and are not artificially made from various artificial materials, as is generally the case with cheap wines.

# HOCK.

Per Case	Per Bottle
1. NORDSTEIN, Green Seal.	\$12.00 \$1.00
2. NORDSTEIN, Red Seal.	21.00 1.75
3. NORDSTEIN, Red Seal.	21.00 2.00

# BRANDY.

Per Case	Per Bottle
1. HENNESSY'S VERY OLD, Green Seal.	\$18.00 \$1.50
2. SUPERIOR VERY OLD, Green Seal.	21.00 1.75
3. VERY OLD, Green Seal.	24.00 2.00
4. HENNESSY'S VERY OLD, Green Seal.	56.00 3.00
5. VERY OLD, Green Seal.	48.00 4.00

All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

# WHISKY.

Per Case	Per Bottle
1. THOMAS'S BLEND, White Seal.	\$10.80 \$0.90
2. WATSON'S BLEND, Blue Seal.	10.80 0.90
3. WATSON'S BLEND, Blue Seal.	12.00 1.00
4. WATSON'S BLEND, Blue Seal.	14.40 1.20
5. WATSON'S BLEND, Blue Seal.	15.00 1.25
6. WATSON'S BLEND, Blue Seal.	14.40 1.20

Our lowest priced Whisky is of excellent quality and of superior age than most brands in the market. We recommend our customers to be guided by the low price of price from trying them all. For a soda whisky, there is no other brand in the market so equal to it. Whisky (smoky) that could not be replaced in stock at the price. D and E are too well known to need comment.

# AMERICAN.

Per Case	Per Bottle
1. JAMES'S VERY OLD, Green Seal.	\$12.00 \$1.00
2. JAMES'S VERY OLD, Green Seal.	15.00 1.25
3. JAMES'S VERY OLD, Green Seal.	15.00 \$1.50

All these are very fine and old. C has been stocked in Hongkong in wood for over 20 years, there being little sale for Irish Whisky in the Colony.

# AMERICAN.

Per Case	Per Bottle
1. FINE OLD TRIPLE WHITE, Green Seal.	\$12.00 \$1.00
2. FINE OLD TRIPLE WHITE, Green Seal.	12.00 1.00
3. FINE OLD TRIPLE WHITE, Green Seal.	12.00 1.00

# LIQUEURS.

Per Case	Per Bottle
1. Bénédictine, Green Seal.	\$12.00 \$1.00
2. Benedictine, Green Seal.	12.00 1.00
3. Benedictine, Green Seal.	12.00 1.00

# AERATED WATERS.

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

# INTIMATIONS

BROWN, JONES & CO.

AMERICAN AND ITALIAN MARBLE AND HONGKONG GRANITE. CEMETERY MEMORIALS. Designs and Prices on application. Office, 47, QUEEN'S ROAD CENTRAL. 1897.

# CHRONICLE AND DIRECTORY.

CHINA, JAPAN, COREA, INDO-CHINA, STRAITS, NETHERLANDS INDIA, SIAM, PHILIPPINES, BORNEO, &c., &c., WITH WHICH ARE INCORPORATED THE CHINA DIRECTORY AND THE HONGKONG DIRECTORY AND HONG-KONG FOR THE YEAR 1897.

The THIRTY-FIFTH ANNUAL ISSUE, which will be found, as hitherto, more full and accurate than its predecessors.

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# BIRTH.

On the 24th inst. at No. 19, Queen's Road East, the wife of C. J. BROWN, of Jersey, Channel Islands, of a daughter. (1897)

# The Daily Press.

HONGKONG, AUGUST 27th, 1897.

The publication of Dr. HARTIGAN's letter on the medical inspection of shipping appears to have exercised a considerable influence in bringing about a modification of the views of those who originally proposed the adoption of such a measure. It is now generally admitted that medical inspection would be a good thing if it could be carried out, and on examination the supposed difficulties are found to be not nearly so great as imagination had painted them. It was urged, for instance, that the examination would be of no use unless it was thorough, and that the time and staff necessary for a thorough examination rendered such a measure quite impracticable, having regard to the great number of passengers arriving in the colony every day. From the stress laid upon this objection it might almost have been thought the objectors supposed that nothing less than an examination as rigid as that for life insurance was in contemplation. As a matter of fact, in the case of the large number of vessels that carry surgeons no examination by the Health Officer would be required, the declaration of the ship's surgeon being accepted as sufficient. Of the vessels that do not carry surgeons a considerable number do not carry passengers either, and their examination would occupy a very short time. With regard to vessels carrying passengers but not surgeons it is to be presumed the examination would vary in its character according to circumstances. In the case of a vessel arriving, say, from Singapore, after a voyage of six or seven days, during which, according to the captain's report, no case of sickness had occurred on board, we should say a mere face examination would be sufficient. In cases of vomiting and purging had occurred the necessity for a more searching examination would be indicated. In the case of vessels arriving from ports at which smallpox was known to be prevalent, the examining officer would naturally keep his eyes open for indications of that disease, but speaking generally we should say that with regard to passengers arriving by ocean going steamers very little more than a face examination would be required to satisfy the doctor whether any of them were suffering from illness or suspicious symptoms of such a character as to require their detention. In the case of vessels arriving from ports affected by the plague the examination would naturally be stricter, but seeing that under the law it stands immigration from plague infected ports may be prohibited altogether it is difficult to understand how there can be any objection on the part of shipping to the less drastic course of examining passengers on their arrival. It will be seen, then, that foreign shipping has little delay or inconvenience to fear from the establishment of medical inspection. As to the junks, the solicitude that has been expressed on their behalf is rather extraordinary. Hitherto it has been a frequent complaint that junks were much more favourably dealt with in the matter of quarantine regulations than foreign shipping, and that it was unfair that while junks were allowed to import cases of sickness apparently without let or hindrance a foreign ship should be subjected to all the inconvenience and loss attending the measures taken in her respect if she imported a solitary case of smallpox. It is proposed now to treat all alike, and though at first there appeared to be some fear with regard to the junk trade, opinion seems to be now coming round to the view that some sort of medical supervision should be exercised over the native craft frequenting the harbour. As to the cost to the colony, when one considers the measures the principal lines of steamers take quite voluntarily to prevent disease finding its way on board their vessels, the inspections they have made, and the expense they incur, it is difficult to understand how they can object to the colony taking measures for its own protection and imposing medical inspection on the various classes of craft that do not provide a system of medical inspection for themselves. As to the practicability of the measure there can be no real dispute. The argument that junks would go to Stanley or Aberdeen in order to escape the inspection to which they would be subjected on entering the harbour is a very old story, and it is not worth while to repeat it. It is not worth while to repeat it. It is not worth while to repeat it.

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The publication of Dr. HARTIGAN's letter on the medical inspection of shipping appears to have exercised a considerable influence in bringing about a modification of the views of those who originally proposed the adoption of such a measure. It is now generally admitted that medical inspection would be a good thing if it could be carried out, and on examination the supposed difficulties are found to be not nearly so great as imagination had painted them. It was urged, for instance, that the examination would be of no use unless it was thorough, and that the time and staff necessary for a thorough examination rendered such a measure quite impracticable, having regard to the great number of passengers arriving in the colony every day. From the stress laid upon this objection it might almost have been thought the objectors supposed that nothing less than an examination as rigid as that for life insurance was in contemplation. As a matter of fact, in the case of the large number of vessels that carry surgeons no examination by the Health Officer would be required, the declaration of the ship's surgeon being accepted as sufficient. Of the vessels that do not carry surgeons a considerable number do not carry passengers either, and their examination would occupy a very short time. With regard to vessels carrying passengers but not surgeons it is to be presumed the examination would vary in its character according to circumstances. In the case of a vessel arriving, say, from Singapore, after a voyage of six or seven days, during which, according to the captain's report, no case of sickness had occurred on board, we should say a mere face examination would be sufficient. In cases of vomiting and purging had occurred the necessity for a more searching examination would be indicated. In the case of vessels arriving from ports at which smallpox was known to be prevalent, the examining officer would naturally keep his eyes open for indications of that disease, but speaking generally we should say that with regard to passengers arriving by ocean going steamers very little more than a face examination would be required to satisfy the doctor whether any of them were suffering from illness or suspicious symptoms of such a character as to require their detention. In the case of vessels arriving from ports affected by the plague the examination would naturally be stricter, but seeing that under the law it stands immigration from plague infected ports may be prohibited altogether it is difficult to understand how there can be any objection on the part of shipping to the less drastic course of examining passengers on their arrival. It will be seen, then, that foreign shipping has little delay or inconvenience to fear from the establishment of medical inspection. As to the junks, the solicitude that has been expressed on their behalf is rather extraordinary. Hitherto it has been a frequent complaint that junks were much more favourably dealt with in the matter of quarantine regulations than foreign shipping, and that it was unfair that while junks were allowed to import cases of sickness apparently without let or hindrance a foreign ship should be subjected to all the inconvenience and loss attending the measures taken in her respect if she imported a solitary case of smallpox. It is proposed now to treat all alike, and though at first there appeared to be some fear with regard to the junk trade, opinion seems to be now coming round to the view that some sort of medical supervision should be exercised over the native craft frequenting the harbour. As to the cost to the colony, when one considers the measures the principal lines of steamers take quite voluntarily to prevent disease finding its way on board their vessels, the inspections they have made, and the expense they incur, it is difficult to understand how they can object to the colony taking measures for its own protection and imposing medical inspection on the various classes of craft that do not provide a system of medical inspection for themselves. As to the practicability of the measure there can be no real dispute. The argument that junks would go to Stanley or Aberdeen in order to escape the inspection to which they would be subjected on entering the harbour is a very old story, and it is not worth while to repeat it. It is not worth while to repeat it. It is not worth while to repeat it.

# INTIMATIONS

BROWN, JONES & CO.

AMERICAN AND ITALIAN MARBLE AND HONGKONG GRANITE. CEMETERY MEMORIALS. Designs and Prices on application. Office, 47, QUEEN'S ROAD CENTRAL. 1897.

# CHRONICLE AND DIRECTORY.

CHINA, JAPAN, COREA, INDO-CHINA, STRAITS, NETHERLANDS INDIA, SIAM, PHILIPPINES, BORNEO, &c., &c., WITH WHICH ARE INCORPORATED THE CHINA DIRECTORY AND THE HONGKONG DIRECTORY AND HONG-KONG FOR THE YEAR 1897.

The THIRTY-FIFTH ANNUAL ISSUE, which will be found, as hitherto, more full and accurate than its predecessors.

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# BIRTH.

On the 24th inst. at No. 19, Queen's Road East, the wife of C. J. BROWN, of Jersey, Channel Islands, of a daughter. (1897)

# The Daily Press.

HONGKONG, AUGUST 27th, 1897.

The publication of Dr. HARTIGAN's letter on the medical inspection of shipping appears to have exercised a considerable influence in bringing about a modification of the views of those who originally proposed the adoption of such a measure. It is now generally admitted that medical inspection would be a good thing if it could be carried out, and on examination the supposed difficulties are found to be not nearly so great as imagination had painted them. It was urged, for instance, that the examination would be of no use unless it was thorough, and that the time and staff necessary for a thorough examination rendered such a measure quite impracticable, having regard to the great number of passengers arriving in the colony every day. From the stress laid upon this objection it might almost have been thought the objectors supposed that nothing less than an examination as rigid as that for life insurance was in contemplation. As a matter of fact, in the case of the large number of vessels that carry surgeons no examination by the Health Officer would be required, the declaration of the ship's surgeon being accepted as sufficient. Of the vessels that do not carry surgeons a considerable number do not carry passengers either, and their examination would occupy a very short time. With regard to vessels carrying passengers but not surgeons it is to be presumed the examination would vary in its character according to circumstances. In the case of a vessel arriving, say, from Singapore, after a voyage of six or seven days, during which, according to the captain's report, no case of sickness had occurred on board, we should say a mere face examination would be sufficient. In cases of vomiting and purging had occurred the necessity for a more searching examination would be indicated. In the case of vessels arriving from ports at which smallpox was known to be prevalent, the examining officer would naturally keep his eyes open for indications of that disease, but speaking generally we should say that with regard to passengers arriving by ocean going steamers very little more than a face examination would be required to satisfy the doctor whether any of them were suffering from illness or suspicious symptoms of such a character as to require their detention. In the case of vessels arriving from ports affected by the plague the examination would naturally be stricter, but seeing that under the law it stands immigration from plague infected ports may be prohibited altogether it is difficult to understand how there can be any objection on the part of shipping to the less drastic course of examining passengers on their arrival. It will be seen, then, that foreign shipping has little delay or inconvenience to fear from the establishment of medical inspection. As to the junks, the solicitude that has been expressed on their behalf is rather extraordinary. Hitherto it has been a frequent complaint that junks were much more favourably dealt with in the matter of quarantine regulations than foreign shipping, and that it was unfair that while junks were allowed to import cases of sickness apparently without let or hindrance a foreign ship should be subjected to all the inconvenience and loss attending the measures taken in her respect if she imported a solitary case of smallpox. It is proposed now to treat all alike, and though at first there appeared to be some fear with regard to the junk trade, opinion seems to be now coming round to the view that some sort of medical supervision should be exercised over the native craft frequenting the harbour. As to the cost to the colony, when one considers the measures the principal lines of steamers take quite voluntarily to prevent disease finding its way on board their vessels, the inspections they have made, and the expense they incur, it is difficult to understand how they can object to the colony taking measures for its own protection and imposing medical inspection on the various classes of craft that do not provide a system of medical inspection for themselves. As to the practicability of the measure there can be no real dispute. The argument that junks would go to Stanley or Aberdeen in order to escape the inspection to which they would be subjected on entering the harbour is a very old story, and it is not worth while to repeat it. It is not worth while to repeat it. It is not worth while to repeat it.

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# BIRTH.

On the 24th inst. at No. 19







**NOTICE TO CONSIGNEES**  
**FROM HAMBURG, PENANG AND SINGAPORE**  
THE STEAMSHIP  
"ELIATO"  
Captain Ostermann, arriving from the above ports, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature by the Underwriter and to take immediate delivery of their goods from the 25th inst.

**NOTICE TO CONSIGNEES**  
Any cargo impeding the discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

**NOTICE TO CONSIGNEES**  
FROM LONDON, SAID, COLOMBO, AND STRAITS  
Consignees of Cargo by the above-named vessel are hereby notified that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

**NOTICE TO CONSIGNEES**  
FROM BOMBAY, COLOMBO, AND STRAITS  
Consignees of Cargo by the above-named vessel are hereby notified that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

**NOTICE TO CONSIGNEES**  
FROM CALCUTTA, PENANG, AND SINGAPORE  
THE STEAMSHIP  
"KUPANG"  
having arrived from the above ports, Consignees of Cargo by her are hereby notified that their goods will be delivered from the 25th inst.

**NOTICE TO CONSIGNEES**  
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**NOTICE TO CONSIGNEES**  
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**VESSELS ADVERTISED AS LOADING**

DESTINATION	VESSEL'S NAME	CLASS	CAPTAIN	FOR FREIGHT APPLY TO	ON BOARD DEPARTURE
London	Orion	Brit. str.	Wright	F. & O. S. N. Co.	On or about 2nd Sept.
London	Shanghai	Brit. str.	Day	F. & O. S. N. Co.	On or about 18th Sept.
London	Princess Alice	Brit. str.	Day	F. & O. S. N. Co.	On or about 18th Sept.
London	Princess Alice	Brit. str.	Day	F. & O. S. N. Co.	On or about 18th Sept.
London	Princess Alice	Brit. str.	Day	F. & O. S. N. Co.	On or about 18th Sept.

**CANADIAN PACIFIC RAILWAY COY.'S**  
**ROYAL MAIL STEAMSHIP LINE.**  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES  
CALLING AT AMOY, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.  
SAFETY. SPEED. PUNCTUALITY.  
Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots  
PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)  
EMPEROR OF INDIA... COMD. O. P. Marshall, R.N.R. ... WEDNESDAY, 1st Sept., 1897  
EMPEROR OF JAPAN... COMD. G. A. Lee, R.N.R. ... WEDNESDAY, 29th Sept., 1897  
EMPEROR OF CHINA... COMD. H. Fykes, R.N.R. ... WEDNESDAY, 27th Oct., 1897

**C. P. R. SUMMER TRIPS.**  
SPECIAL ROUND TRIP RATES TO JAPAN, VANCOUVER, AND BANFF.  
Commencing 1st May, and continuing through the Summer, Return Tickets can be purchased to Banff, including Berth in Sleeping Car, and Meals on the Railway journey from Vancouver, at the equivalent of 25% of the full fare to Banff, and return.

**PENINSULAR & ORIENTAL**  
STEAM NAVIGATION COMPANY.  
FOR SHANGHAI  
"DARWIN"  
Captain Gregory, will be despatched as above TO-DAY, the 27th inst., at 4 P.M.  
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 27th August, 1897. [1897]

**VESSELS ON THE BERTH**  
NIPPON YUSEN KAISHA.  
JAPAN-AUSTRALIA LINE.  
MONTHLY SERVICE.  
(UNDER MAIL CONTRACT.)  
FOR NAGASAKI, KOBE AND YOKOHAMA.  
"SAGAMI MARU"  
Captain E. W. Maxwell, will be despatched for the above ports on MONDAY, the 30th inst., at 4 P.M.  
For Freight or Passage, apply to NIPPON YUSEN KAISHA, Agents.  
Hongkong, 23rd August, 1897. [1928]

**VESSELS ON THE BERTH**  
"SHELL" LINE OF STEAMERS.  
FOR MARSEILLES AND LONDON.  
THE COMPANY'S STEAMSHIP  
"NERITE"  
Captain Daniel, will be despatched as above on MONDAY, the 29th inst., at 4 P.M.  
For Freight, apply to ALNHOLD, KARBURG & CO., Agents.  
Hongkong, 25th August, 1897. [1890]

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MONTHLY SERVICE  
(UNDER MAIL CONTRACT.)  
FOR SINGAPORE, COLOMBO, AND BOMBAY.  
"HIROSHIMA MARU"  
Captain N. Ono, will be despatched for the above ports on TUESDAY, the 2nd inst., at 4 P.M.  
For Freight or Passage, apply to NIPPON YUSEN KAISHA, Agents.  
Hongkong, 25th August, 1897. [1917]

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**VESSELS ON THE BERTH**  
NIPPON YUSEN KAISHA  
JAPAN-BOMBAY LINE  
MONTHLY SERVICE  
(UNDER MAIL CONTRACT.)  
FOR SINGAPORE, COLOMBO, AND BOMBAY.  
"HIROSHIMA MARU"  
Captain N. Ono, will be despatched for the above ports on TUESDAY, the 2nd inst., at 4 P.M.  
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Hongkong, 25th August, 1897. [1917]